

TIFUL UPON THE MOUNTAINS



e mountains near Charleston.

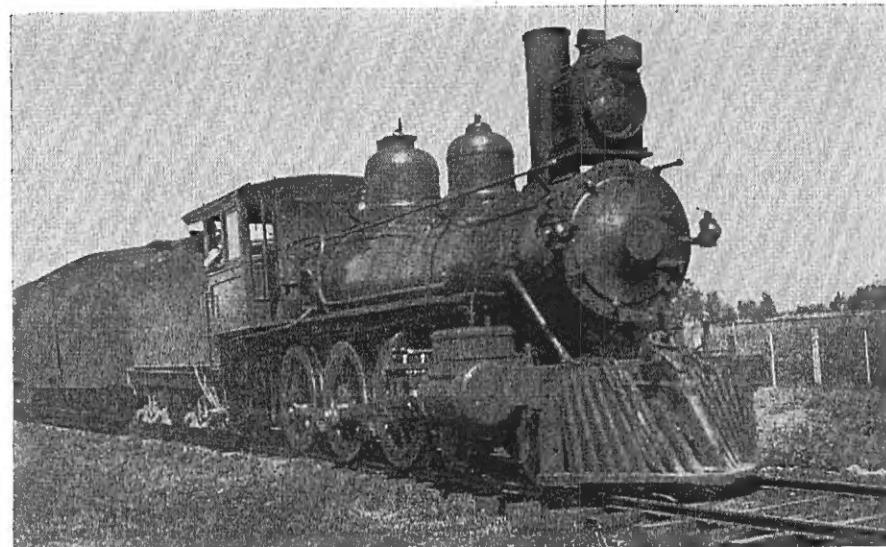
John M. Ritchie and the Allen
sheron horses.

1899, and the first train ar-
ed six carloads of people from
the first passengers traveling

. Pictured here are William Stacy
rah Wright.

PROGRESS THROUGH CHANGE

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The first train to arrive in Charleston from Provo on September 6, 1899 at 2 p.m.

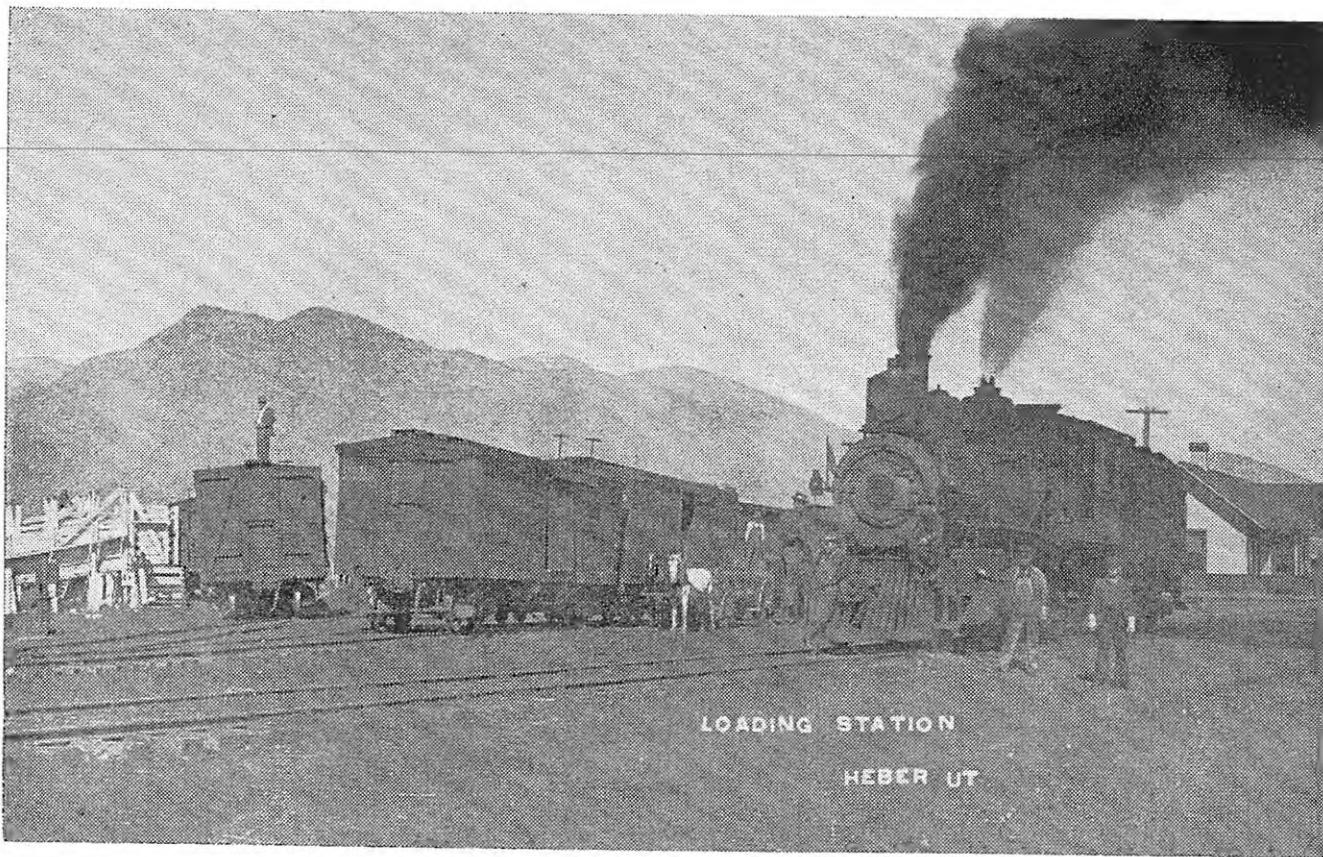
to Wasatch County. Nearly all the residents of Charleston were on hand at the depot to welcome the new iron horse. For many years afterward the people in Charleston enjoyed the convenience of two trains a day between Heber and Provo.

The advent of Deer Creek Reservoir and faster means of transportation began to spell the decline of Charleston in the late 1930's. Farm lands were covered with water and many residents moved away. Some who had to leave with their families and give up farms and homes in the wake of the new reservoir were John W. Allen, Thomas Allen, H. F. Watson, John L. Atwood, Heber J. Simmons, William Daybell, George B. Wright, William Boren, George Edward, Perry D. North, Roe Carlile and A. F. Latta.

With many of the residents moving away, the last remaining business in the town, the North Mercantile Co., was forced to close its doors. The Post Office was also discontinued, and patrons placed on rural route service from Heber. This necessitated the retirement of Postmaster Loraine S. Wright, who had served for 28 years. About 1958 the Post Office building was purchased by the Sons of the Pioneers and was moved to Pioneer Village in Salt Lake City, Utah.

Those who have served as Postmasters in Charleston are: Nymphus C. Murdock, Sarah A. Wagstaff, Nellie North, Nellie Webster, Ruby Madsen and Loraine S. Wright.

With all the changes that have occurred in Charleston, The Church of Jesus Christ of Latter-day Saints continues as the mainstay in the lives of those who remain.



Shown here is the loading station adjacent to the depot.

Railroad travel became a reality in Heber on September 29, 1899 when the Denver and Rio Grande Western Railroad opened a line from Provo through to the Wasatch area.

The line had long been awaited by Heber residents because it would enable them to ship their livestock and farm commodities to outside markets. The feeling of the day was described in an article in the "Wasatch Wave" which stated: